

IN THE CLAIMS:

Entry of the following amendments is respectfully requested in order to place the present Application in condition for allowance:

Claim 1. (currently amended) An air bag system for a passenger car comprising at least one inflatable air bag housed in a roof frame of the car at a top of a front windshield of the passenger car, wherein when the air bag is actuated, it unfolds in a direction of travel from a front of the car to a rear of the car such that, after the air bag unfolds, the air bag is located above a head of a driver and/or a passenger, and an air bag control connected to a sensor, the sensor detecting a rollover of the passenger car wherein the air bag control actuates the air bag only when the passenger car rolls over.

Claim 2. (canceled)

Claim 3. (original) The air bag system, as claimed in claim 1, wherein the passenger car is a convertible, and wherein an air bag control actuates the air bag only when a top of the convertible is open.

Claim 4. (previously presented) The air bag system, as claimed in claim 1, wherein when actuated, the air bag unfolds in an upward direction.

Claim 5. (original) The air bag system, as claimed in claim 1, wherein the unfolded air bag extends substantially over an entire width of an interior of the passenger car.

Claim 6. (original) The air bag system, as claimed in claim 1, wherein the air bag includes at least one side wing at a side end of the air bag which unfolds downwards, upon actuating the air bag, such that, after unfolding, the air bag is located on a side of the head of the driver or the passenger.

Claim 7. (previously presented) The air bag system, as claimed in claim 1, wherein an inflation means for inflating the air bag upon its actuation is provided and designed such that the air bag unfolds more slowly than a conventional air bag housed in a steering wheel.

Claim 8. (previously presented) The air bag system, as claimed in claim 1, wherein the air bag is designed such that, after unfolding, an inflated state is maintained longer than that of a conventional air bag housed in a steering wheel.

Claim 9. (original) The air bag system, as claimed in claim 1, wherein the air bag includes a plurality of chambers above the driver's or the passenger's head.

Claim 10. (original) The air bag system, as claimed in claim 9, wherein individual chambers of the plurality of chambers communicate with each other over check valve means.

Claim 11. (original) The air bag system, as claimed in claim 9, wherein a chamber, which is arranged externally on a side with respect to the driver's or the passenger's head, is designed such that, when the air bag is inflated, the chamber projects deeper into a passenger space than a chamber arranged above the head of the driver or the passenger.

Claim 12. (original) The air bag system, as claimed in claim 9, wherein a chamber, which is arranged in a center of the car with respect to the driver's head or the passenger's head, is designed such that, when the air bag is inflated, the chamber projects deeper into a passenger space than a chamber arranged above the head of the driver or the passenger.

Claim 13. (withdrawn) The air bag system, as claimed in claim 9, wherein the plurality of chambers include vertically adjacent chambers and wherein a vertically adjacent chamber facing the driver's or the passenger's head, is softer than a vertically adjacent chamber arranged further toward a top of the car when the air bag is inflated.

Claim 14. (withdrawn) The air bag system, as claimed in claim 1, wherein an outer upper skin of the inflated air bag is made of a mechanically robust material.

Claim 15. (original) The air bag system, as claimed in claim 1, wherein the roof frame contains a receiving space which houses the air bag and is sealed by a cover, wherein the cover is mounted on a lower edge of the roof frame so as to pivot about a substantially horizontal swivel axis, running substantially at right angles to a longitudinal direction of the car, wherein the cover has an open position, which is defined by an opening stop, and in which the cover forms, upon actuating the air bag, a substantially horizontal bearing surface which guides the unfolding air bag and supports the unfolded air bag.

Claim 16. (original) The air bag system, as claimed in claim 15, wherein when the passenger car is designed as a convertible, the cover is blocked in a closed position by a top of the convertible or by a component of the top when the top is closed.

Claims 17 – 24 (Canceled)

Claim 25. (previously presented) An air bag system for a passenger car comprising at least one inflatable air bag housed in a roof frame of the car, the roof frame enclosing a top of a windshield of the passenger car, wherein when the

air bag is actuated, it unfolds in a direction of travel opposite a direction of travel of the car such that, after the air bag unfolds, the air bag is located above a head of a driver and / or a passenger, and wherein the roof frame contains a receiving space which houses the air bag and is sealed by a cover, wherein the cover is mounted on a lower edge of the roof frame so as to pivot about a substantially horizontal swivel axis, running substantially at right angles to a longitudinal direction of the car, and wherein the cover has an open position, which is defined by an opening stop, and in which the cover forms, upon actuating the air bag, a substantially horizontal bearing surface which guides the unfolding air bag and supports the unfolded air bag.

Claim 26. (previously presented) The air bag system, as claimed in claim 25, wherein when the passenger car is designed as a convertible, the cover is blocked in a closed position by a top of the convertible or by a component of the top when the top is closed.

Claim 27. (previously presented) The air bag system, as claimed in claim 25, further comprising an air bag control connected to a sensor, the sensor detecting a rollover of the passenger car wherein the air bag control actuates the air bag only when the passenger car rolls over.

Claim 28. (previously presented) The air bag system, as claimed in claim 25, wherein the passenger car is a convertible, and wherein an air bag control actuates the air bag only when a top of the convertible is open.

Claim 29. (previously presented) The air bag system, as claimed in claim 25, wherein when actuated, the air bag unfolds in the opposite direction of travel and in an upward direction.

Claim 30. (previously presented) The air bag system, as claimed in claim 25, wherein the unfolded air bag extends substantially over an entire width of an interior of the passenger car.

Claim 31. (previously presented) The air bag system, as claimed in claim 25, wherein the air bag includes at least one side wing at a side end of the air bag which unfolds downwards, upon actuating the air bag, such that, after unfolding, the air bag is located on a side of the head of the driver or the passenger.

Claim 32. (previously presented) The air bag system, as claimed in claim 25, wherein an inflation means for inflating the air bag upon its actuation is provided and designed such that the air bag unfolds more slowly than a conventional air bag housed in a steering wheel.

Claim 33. (previously presented) The air bag system, as claimed in claim 25, wherein the air bag is designed such that, after unfolding, an inflated state is maintained longer than that of a conventional air bag housed in a steering wheel.

Claim 34. (previously presented) The air bag system, as claimed in claim 25, wherein the air bag includes a plurality of chambers above the driver's or the passenger's head.

Claim 35. (previously presented) The air bag system, as claimed in claim 34, wherein individual chambers of the plurality of chambers communicate with each other over check valve means.

Claim 36. (previously presented) The air bag system, as claimed in claim 34, wherein a chamber, which is arranged externally on a side with respect to the driver's or the passenger's head, is designed such that, when the air bag is inflated, the chamber projects deeper into a passenger space than a chamber arranged above the head of the driver or the passenger.

Claim 37. (previously presented) The air bag system, as claimed in claim 34, wherein a chamber, which is arranged in a center of the car with respect to the driver's head or the passenger's head, is designed such that, when the air bag

is inflated, the chamber projects deeper into a passenger space than a chamber arranged above the head of the driver or the passenger.

Claim 38. (previously presented) The air bag system, as claimed in claim 34, wherein the plurality of chambers include vertically adjacent chambers and wherein a vertically adjacent chamber facing the driver's or the passenger's head, is softer than a vertically adjacent chamber arranged further toward a top of the car when the air bag is inflated.

Claim 39. (previously presented) The air bag system, as claimed in claim 25, wherein an outer upper skin of the inflated air bag is made of a mechanically robust material.